



Trans-Lake Washington Project

What Did the Public Tell Us About the Proposed Alternatives?

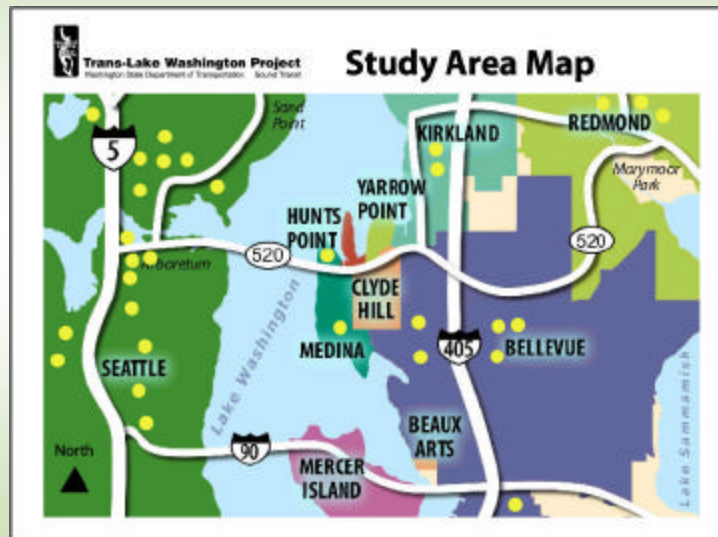
Based on public outreach between
April 27 and June 25, 2001



Trans-Lake Washington Project

Community Briefing Coverage

Note:
These
locations
are meant
to represent
geographic
coverage,
not the
specific
number of
groups
contacted.





How did the public comment?

Comments received from...

- Mail -- 38
- Project Dialogue Center -- 13
- Project e-mail -- 50
- June open houses -- 160



Other public involvement activities...

- Webpage visitors -- 5,132
- Community briefings -- 43
- June open houses attendees -- 290
 - Seattle -- 164
 - Bellevue/Points -- 52
 - Downtown Seattle -- 32
 - Redmond/Bellevue -- 24
- Informational display locations -- 20



Which alternatives should be considered further in the draft EIS?

The following summarizes the number of times comments supported specific alternatives to move forward into the draft EIS. These are based on the public comments received at open houses, in phone messages, via e-mail, and by mail.

• Alternative 2 – Safety and Preservation	28
• Alternative 3 – SR 520 HOV, I-90 LRT	22
• Alternative 5 – SR 520 HOV, SR 520 HCT	22
• Alternative 1 – No Action	20
• Alternative 7 – SR 520 HOV/BRT	19
• Alternative 8 – SR 520 HOV/BRT, GP	11
• Alternative 4 – SR 520 HOV, GP, I-90 LRT	6
• Alternative 6 – SR 520 HOV, GP, SR 520 HCT	6



This does not represent a statistically significant survey.



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Should high capacity transit be on I-90 or SR 520?

The following summarizes the number of times comments supported specific HCT crossings to move forward into the draft EIS. These are based on the public comments received at open houses, in phone messages, via e-mail, and by mail.

•HCT on SR 520	30
•HCT across Lake Washington	14
•HCT on I-90	8

"We need a [high capacity transit] system that's fast and unaffected by traffic"

This does not represent a statistically significant survey.

"Add high capacity transit on SR 520, or do nothing."



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What community enhancements and improvements do you support and want to see in your neighborhood?

- Bicycle/pedestrian facility improvements
- Noise mitigation in the Montlake neighborhood
- Tunnel to Pacific Street
- Transit improvements
- Noise mitigation in Portage Bay/Eastlake
- Minimize adverse impacts in Arboretum
- Property value reimbursement
- Wetland mitigation
- Tunnel to Eastlake/Downtown Seattle
- Noise mitigation in Points communities
- Safety improvements
- Not building a tunnel to Eastlake/Downtown Seattle
- Park and Ride on the Eastside
- HCT improvements
- Transportation demand management improvements

"Do not underestimate the importance of aesthetic enhancement/mitigation that support foot traffic through the community."

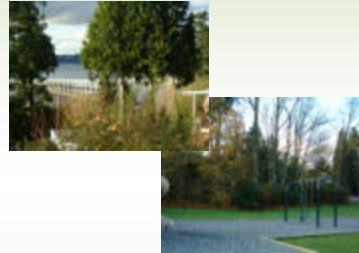
****listed in order of number of times mentioned**



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What environmental impacts should be addressed?

- Noise in Montlake neighborhood
- Noise in Portage Bay/Roanoke/North Capitol Hill/Eastlake neighborhood
- Air quality in Montlake neighborhood
- Arboretum
- Wetlands
- Water quality/runoff
- Noise in the eastside (Points communities, Bellevue)
- Air quality in Portage Bay/Roanoke/North Capitol Hill
- Noise around SR 520
- Wildlife habitat
- Park/green space



"Seattle takes great pleasure in areas such as the Arboretum, other public places, and wetlands. To lose these for sake of commuters who choose not to carpool or use transit is unconscionable."

**listed in order of number of times mentioned



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What local traffic impacts should be addressed?

Westside

- Montlake area
- Montlake Boulevard
- Lake Washington Boulevard
- University District
- Arboretum
- 25th Avenue NE
- North Capitol Hill/Harvard

Eastside

- General eastside area
- 148th Avenue
- Yarrow Point Road
- 156th Avenue

"148th and 156th have excessive traffic."

**listed in order of number of times mentioned

"The fast traffic through the Arboretum is dangerous."





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What potential funding sources should be considered?

The following summarizes the number of times comments supported specific funding sources. These are based on the public comments received at open houses, in phone messages, via e-mail, and by mail.

- | | |
|-------------|----|
| • Tolls | 22 |
| • HOV fines | 3 |
| • Taxes | 2 |
| • No tolls | 2 |

"As an infrequent user of SR 520, I am concerned that the users of the facility won't be paying a representative share. Tolls are a must for balancing inequity."



This does not represent a statistically significant survey.



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What portion of the total cost should be spent on mitigation and enhancements?

Probably 50% to 1/3 of the total cost should go to mitigations/enhancements. When these facilities were originally constructed no money went to enhancements. It is time to correct this problem."



The following summarizes the number of times comments were made about the amount to be spent on mitigation and enhancement. These are based on the public comments received at open houses, in phone messages, via e-mail, and by mail.

- 22 supported spending between 30 to 50% of the total project budget on mitigation and enhancements.
- 9 supported spending between 10 to 25% of the total project budget on mitigation and enhancements.
- 5 supported spending 'whatever is needed' of the total project budget on mitigation and enhancements.

This does not represent a statistically significant survey.



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Input from Advisory Committee Members Present to Executive Committee

- Provide for HOV in the SR 520 corridor
- Provide for HCT in the SR 520 corridor or preserve the option
- Look at regional picture and address continuing unknowns
- Address continuing concerns about noise and other impacts in the neighborhoods, particularly the Eastlake neighborhood
- Continue to develop the proposed TDM package, including pricing and trip reduction
- Provide choices for all modes, including general purpose



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Input from Technical Committee Members Present to Executive Committee

- Recommend moving forward with Alternatives 1, 2, 5, and 6
 - Recommend moving forward with 3 or 7
- OR
- Continue to evaluate alternatives and answer remaining questions before making recommendation
 - Integrate information from other projects before making recommendation (I-405, I-90, etc.)
 - Obtain a greater level of comfort about enhancements before making recommendation, including linking enhancements with the alternative definitions